SURFACE WARFARE ENTERPRISE CHIEF READINESS OFFICER

The CRO's Nest

Surface Force Class Squadron News for Waterfront Leaders

Issue No. 13 | **WARSHIPS READY FOR TASKING** | **July 8, 2009**

International Frigate Working Group: Collaborative Effort Improves Frigates

Story by FFG CLASSRON Public Affairs

MAYPORT, Fla. – The Oliver Hazard Perry Class Guided Missile Frigate (FFG) is a foundation platform in eight of the world's navies and a key contributor to the Global Maritime Strategy. Creating strong international relationships in order to increase capabilities, modernize, and reduce obsolescence among the world's FFGs was the goal of the first International Frigate Working Group (IFWG) conference held at Naval Station, Mayport, Fla., May 12-15, 2009.

Recognizing the benefits of partnership, Team Ships and the Guided Missile Frigate Class Squadron (FFGRON) worked together to find better ways to tackle and align FFG issues. The IFWG and May's conference are among the results.

Approved by the Chief of Naval Operations, sponsored by Team Ships Director Rear Adm. Jim McManamon, and hosted by FFGRON Commander, Commodore Glenn Zeiders, the IFWG conference was attended by all eight countries that operate Oliver Hazard Perry Class Frigates: Australia, Bahrain, Egypt, Poland, Spain, Taiwan, Turkey, and the United States.

Using the success the U.S. Navy has achieved with the Class Squadron (CLASSRON) concept and enterprise approach to managing ships of the same class, the vision for the IFWG is to do the same, taking a holistic view of all ships. Zeiders says the IFWG is basically an "International CLASSRON," because the experience and data from each of the FFG operators can be shared for the mutual benefit of all.

Lead delegates in attendance at the IFWG included: Mr. Mal Adams, Australia; Col. Ahmed Mohammad Al-Zayai, Bahrain; Rear Adm. Aly Arafa, Egypt; Rear Adm. Jaroslaw Ziemianski, Poland; Rear Adm. Angel Martinez, Spain; Cmdr. I-Ming Chin, Taiwan; Rear Adm. E. Sami Orguc, Turkey, and Rear Adm. Kevin Quinn, Rear Adm. Jim McManamon, and Capt. Glenn Zeiders, U.S. *U.S. Navy Photo*.

The sight of matching frigate hulls flying the flags of different nations is becoming less rare these days. Here, frigates from Turkey, Poland, and the U.S. are moored together in Aksaz, Turkey during a break in combined operations. Pictured are Turkish Frigate TCG Gediz (F 495) [ex-John A. Moore (FFG 19)], Turkish Frigate TGC Gokceada (F 494) [ex-Mahlon S. Tisdale (FFG 27)], Polish Frigate ORP General Kazimierz Pulaski (F 272) [ex-Clark (FFG 11)], and U.S. Frigate USS Taylor (FFG 50). *U.S. Navy Photo.*

"Instead of 30 data points we have 63," he said.

Throughout the week, each country's delegation presented assessments of current issues with FFGs and the initiatives to resolve those issues. The IFWG presentations, discussions and site visits laid the groundwork for future collaboration, sharing new technology, and, potentially, significant cost savings.

Commander, Naval Surface Force Atlantic Rear Adm. Kevin Quinn stressed the historic nature of the first IFWG conference.

"Given the variety of missions the frigates support, it has earned its place as a stalwart in operations around the world," said Quinn. "It comes as no surprise that with its undeniable track record of success, this ship class has migrated to navies all around the globe. This working group is timely, relevant and a critical enabler for the future of the FFG class."

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Inside This Issue

The CRO's Nest

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Commander, Naval Surface Force Atlantic
Rear Adm. Kevin Quinn

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From the Desk of Rear Adm. Kevin Quinn, Chief Readiness Officer

Network Security: An All Hands Readiness Issue

New advances in information technology often result in new threats to our computers and networks. Make no mistake about it: network security is a readiness issue and I take it seriously.

Over the last several months, a series of network security violations have been brought to my attention. Every single person in the Surface Force is responsible for safeguarding the integrity of our networks. Not only do network security violations threaten our readiness, they are serious threats to our Navy and to National Security.

I expect all hands to comply with and strictly adhere to all existing security policies in order to sustain our operational readiness and warfighting capabilities. Just as we use tactics and strategies to fight our enemies, we also employ them to defend our computer systems and networks.

Defense-in-depth is the strategy the Navy employs to tackle network security head on. This strategy seeks to hinder the progress of attackers. Ideally, attackers will lose momentum over a period of time or as they attempt to cover a larger area. Network security defense-in-depth integrates the capabilities of people, operations, and technology to establish multi-layer, multi-dimensional protection. The layers of defense are built to be mutually supportive and help reduce our network vulnerabilities by allowing us to protect against, detect, and react to as many network attacks as possible. Adversaries who attempt to penetrate our defensive layers immediately encounter one layer after another until they are unsuccessful in their quest for unauthorized access.

Sailors are the central element of network security defense-in-depth. Defense-in-depth depends on each of us to remain alert for new and changing threats and vulnerabilities. The misuse of unauthorized devices on our networks is a source of susceptibility. All portable memory devices such as media cards, thumb drives, cell phones, IPods, MP3 players, and/or other USB portable devices on any Navy network are unauthorized. These particular devices continue to challenge the integrity of our networks leading to open doors for malicious code, viruses, or worms to infest our systems.

As leaders, it is our responsibility to apply the network security defense-in-depth strategy starting at the lowest level possible. It is essential for every level of the chain of command to be engaged, and recognize that network security plays a critical role in our warfighting readiness and national security.

If you spot a threat to network security, report it immediately to your chain of command. If you have any questions about network security, talk to your Local Area Network Administrator or feel free to contact my C5I office at 757-836-3329.

LCS Sailor Receives Copernicus Award

Text by PCU Independence Public Affairs

IT1(SW) Jon Antrim (center) A member of Pre-commissioning Unit (PCU) Independence's (LCS 2) blue crew received the 2008 Copernicus Award at the Armed Forces Communications and Electronics Association (AFCEA) West Conference Feb. 11. Pictured with Antrim are his wife April and Independence Commanding Officer Cmdr. Curt A. Renshaw. Antrim received the award for outstanding accomplishments in information warfare. He was the driving force behind the technical aspects of the littoral combat ship distance support Web system. He personally constructed a Hypertext Markup Language coded web portal capable of capturing more than 900 operational and administrative requirements. His "one stop" multi-layered Web page will allow LCS Sailors to report a wide variety of essential data to shore-based support services without drowning the minimally-manned crew in paperwork. "I'm extraordinarily proud to see one of my Sailors recognized with such distinction," said Renshaw, "The LCS program attracts top performers in general, and for Antrim to distinguish himself so routinely in such esteemed company speaks volumes about his talent. We are extremely fortunate to benefit from his groundbreaking initiatives." *Photo by AFCEA.*

After a Year, CLASSRONs Continue to Prove Their Value

Story by Lt. Laura Le, CRO Support Staff

NORFOLK – Commander, Naval Surface Force Atlantic Rear Adm. Kevin Quinn was recently asked by Vice Adm. Peter Daly, Deputy Commander, U.S. Fleet Forces Command, to give an assessment of the Class Squadrons' (CLASSRONs') status. Specifically, he asked about the CLASSRONs' measures of effectiveness, return on investment, and quantification of that return.

Quinn said the question provided an opportunity to take a step back and look through the many issues that have been brought to the CLASSRONs throughout the previous year and their response to those issues.

"What I've found is after only one year, CLASSRONs are power players on the waterfront and within the Surface Warfare Enterprise," he said. "They have been the single most important initiative the SWE has undertaken to produce surface force readiness. What the CLASSRONs have been able to do is drive surface ship readiness issues and improvements in tune with the numbered fleets and deckplate requirements."

As an example, Quinn cites the fall 2008 Sustainment and Modernization Team (SMT) face-to-face meeting in which the CLASSRONs presented 20 critical equipment readiness issues that originated at the deckplates to a panel of 14 flag officers and senior civilians. Every issue was accepted and is being worked to resolution by the Naval Sea Systems Command, the Space and Naval Warfare Systems Command, the staff of the Chief of Naval Operations, and other commands. Quinn believes those resolutions will reach back to the waterfront to help Sailors and improve readiness.

"I don't believe the success of the CLASSRONs lie only in the fact that they were able to introduce issues and achieve resolutions. I believe they're successful because they're the right entity to handle this task," said Quinn.

Quinn says the CLASSRONs are relatively small commands ideally suited to identify and provide solutions to class-wide manning, training, and equipment shortfalls.

For example, at the Surface Ship Maintenance Offsite (SSMO) conference Jan. 27-28, a 12-person panel of flag officers and senior civilians determined that CLASSRONs were the right commands to implement the maintenance strategy necessary to improve Surface Force readiness and extend ship service life.

Quinn recognizes that, in order to stand up the CLASSRONs, there had to be some strategic restructuring of existing resources – MPN (Military Personnel Navy), O&MN (Operations and Maintenance Navy) and facilities. However, CLASSRONs were new entities that were established by shifting billets from existing command unit identification codes (UICs) to CLASSRON UICs.

"This was a 'zero sum' event and, I believe the returns on the reorganization are strong and will continue to be so," said Quinn.

"CLASSRONs are power players on the waterfront and within the SWE...They have been the single most important initiative that the SWE has undertaken to produce surface force readiness."

Rear Adm. Kevin Quinn
Commander, Naval Surface Force Atlantic
SWE Chief Readiness Officer

He went on to say that the surface force has already seen the critical role of CLASSRONs in SURFOR equipment readiness. They have provided the SWE, type command, and other enterprises visibility on class-specific personnel, maintenance, supply, and training issues. In addition, CLASSRONs are responsible for or have made contributions to SWE projects that have saved millions of dollars.

"I know there has been confusion and uncertainty about what to expect concerning the CLASSRONs," said Quinn. "However, during the past year, as the eight CLASSRONs have established themselves, I have continually received positive feedback from the waterfront that re-enforces my belief that CLASSRONs are providing a valuable service to our ongoing commitment to warfighting readiness."

Single-Coat, Rapid-Cure Tank Coating Systems Authorized for Use on Ships

Story by Mr. Frank Shay, CNSL Mechanical Engineer

NORFOLK – Sailors will spend less time performing the challenging and decidedly un-fun task of painting tanks and voids, thanks to the approval of a single coat paint system now authorized for use in those spaces. The new system also cures faster than previously used systems, requiring less down time for the spaces in question. In the past, ultra-high solid coating systems used in tanks and voids were a three coat system (i.e., prime, stripe, and top coats) requiring about 24 hours between coats and seven days for final curing before they could be placed back in service. The

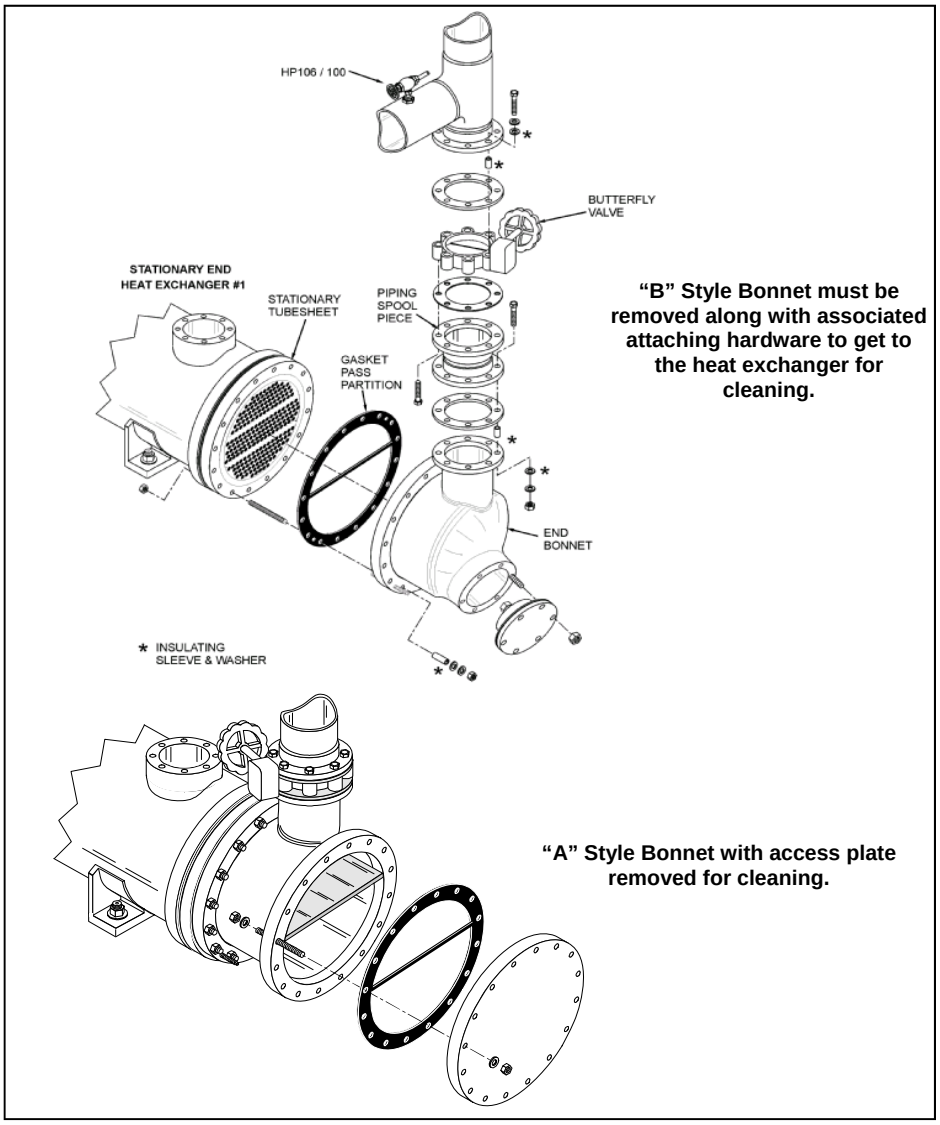
Please see* Single Coat *Page 16

Labor Reducing SPY-1 Heat Exchanger Modification Available to the Fleet

Story by FCC(SW) Anthony Belbeck, CG CLASSRON N65

SAN DIEGO – Every SPY-1 Naval radar technician dreads the day that the daily cooling skid PMS check, 4560/502 D-1, shows a pressure difference between gauges M11 and M12 greater than 10 psi for copper-nickel and 20 psi for titanium heat exchangers. For those technicians it means planning for the opportune time (typically next port-of-call or homeport), and a week of 12-hour days focused on "rodding out" or cleaning the skid heat exchangers. For Combat Information Center watchstanders, that means the loss of the primary air and surface search radar for the same period.

Now there is an approved time- and labor-saving alternative. Ship Change Document (SCD) 5920 was approved in August 2008 for the optional installation of A-Style Bonnets on all Aegis ships as an Alteration Equivalent to Repair (AER) type alteration. A-Style Bonnets have been used for more than 50 years on seawater heat exchangers and are used extensively on commercial/merchant ships, power plants, and chemical/industrial installations. Cruisers going through cruiser modernization (CGMOD) will be retro-fitted with A Style Bonnets. USS Bunker Hill (CG 52) was the first to go through the modernization and recently received the alteration. USS Mobile Bay (CG 53) and USS Philippine Sea (CG 58) are scheduled to receive the alteration.



Kits can be directly procured from the vendor: ITT Standard (no kit NSN yet available). The ITT Standard part number for A-Style Bonnets, "Channel Backfit Kit" is

- DDG 51-112 and CG 65-73 (Titanium Tube Bundle): 5-199-13-003-003
- DDG 51-79 and CG 65-73 (Cu- Ni Tube Bundle): 5-199-13-003-004
- CG 52-64 (Cu- Ni Tube Bundle only): 5-199-12-001-003

ITT Standard's point of contact is Mike Romance, ITT Standard, Navy & Commercial Marine Markets, 175 Standard Parkway, Cheektowaga, NY 14227, Phone 716-862-4173, Fax 716-897-1777, e-mail: mike.romance@itt.com.

OA 75920 Final ORDALT Instruction was formally issued in Oct 2008. It is not a program-sponsored alteration and is meant to be an optional buy for ship's maintenance teams as a labor reducing initiative for Sailors. Ships will have to obtain funding from their Port Engineer for kits.

Using A-Style Bonnets resolves two major issues on seawater heat exchangers:

- Greatly reduces Sailors' maintenance hours by 90% to clean heat exchangers (from 80 – 100 manhours over a 4 – 5 day period, to only 8 - 10 manhours, in only a 2 to 4 hour period).
- Greatly reduces or eliminates shut-down period of Combat System Equipment to clean heat exchangers.

But the alteration is costly. The cost for one kit is $30-39 thousand, which will convert one heat exchanger (there are two heat exchangers per SPY cooling skid). It is recommended that cruisers purchase at least 2 kits and outfit one heat exchanger on each cooling skid and destroyers purchase at least one kit to outfit one heat exchanger on their single cooling skid. If funding only allows the purchase of one kit per cooling skid, the converted heat exchanger on each skid should be considered the primary unit and should be the only unit operated inport. This provides the greatest benefit as inport time is where the greatest fouling can occur.

For more information, Naval Surface Warfare Center, Port Hueneme will publish an update to their JAN 06 Aegis Lifeline article in the July 09 issue.

Additional information can also be obtained from the following points of contact:

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Operational Reporting Working Group Conference

Story by Lt. Christina Pompeo, CRO Support Staff

NORFOLK – On behalf of Commander, Naval Surface Forces, Vice Adm. D.C. Curtis, a fifteen-member working group consisting of members from Navy Manpower Analysis Center (NAVMAC), U.S. Fleet Forces Command, U.S. Pacific Fleet, Chief of Naval Operations' Total Force Programming and Manpower Management Division, Guided Missile Destroyer (DDG) Class Squadron (CLASSRON), and CRO Support Staff convened at the headquarters of Commander, Naval Surface Force Atlantic in Norfolk, May 27-28th with the goal of evaluating Status of Resources and Training System (SORTS) reporting thresholds that will more accurately reflect the operational readiness of the Navy's Optimally Manned (OM) surface ships.

Commander, Naval Surface Force Atlantic Rear Adm. Kevin Quinn gave opening remarks at the conference, stressing the deckplate reality of current manning levels and his belief that current reporting thresholds have masked the true operational readiness of optimally manned ships, resulting in difficultly conveying the significance of manning shortfalls to Navy leadership. He provided an example of a Flight I guided missile destroyer remaining at status level C-2 (unit possesses the resources and has accomplished the training necessary to undertake the bulk of wartime mission for which it is designed) even at almost 50 Sailors below the minimum manning level required to conduct sustained combat operations. He encouraged the working group to work together to "develop a sensible change to the C-rating thresholds to accurately reflect our ships' operational readiness as related to manning."

In 2003, OM reduced manning on specific classes of surface ships (DDGs, CGs, LHDs, and LHAs) to the minimum required level necessary to conduct sustained combat operations. A subsequent tightening of the C-rating thresholds for personnel readiness in SORTS never followed suit.

The first question the working group asked itself was, "Are we masking manpower readiness in SORTs for OM ships?"

Cmdr. Neil Smith, DDG CLASSRON chief staff officer, provided an overview of muster reports for DDGs in six different homeports to provide the group with insight into actual manning on the deckplates. Flight 1 DDGs have a billet authorized (BA) level of 247 sailors. That number is further reduced by Sailors being required to be off the ship for a variety of reasons (individual augmentation, temporary duty, limited duty, medical, legal, schools, etc.). Muster reports for DDGs range from 202-238 sailors per ship. Based on current SORTS reporting guidelines, this number of Sailors doesn't significantly degrade the ship's ability to operate. The working group agreed that current SORTS reporting thresholds do not accurately reflect readiness for OM ships.

Working group discussions centered around development of a consensus on a way ahead to evaluate an appropriate set of proposed reporting thresholds. Numerous approaches were discussed. The group was reminded that, although there is no immediate manning increase available for the surface force, it's important to accurately assess and report ship's operational readiness and the reporting guidelines must provide an accurate set of standards for ships to follow when reporting. The working group will continue to conduct analysis and evaluate proposals with Navy leadership.

EDVR Management, a Lost Art?

Story by FFG CLASSRON Public Affairs

MAYPORT, Fla. – Enlisted Distribution and Verification Report (EDVR) management is a necessity often overlooked or mismanaged due to lack of time, knowledge and resources. But in this era of increased operational tempo, individual augmentation assignments, optimal manning initiatives, and perceived decrease in personnel inventory, maintaining the command's EDVR helps ensure required personnel are onboard supporting the mission.

In August 2008, Commander, Naval Surface Forces released a "Back to Basics: Manning Readiness" message (261506ZAUG08) requiring commands to re-commit themselves to EDVR validations and thorough scrubs. From the Commanding Officer to the junior personnel specialist, all are charged with EDVR verification, management, annotation and retention. Khakis are required to review and remain cognizant of the ratings and associated NEC's deemed essential to warfare and maintenance levels of readiness for their division/department and ship.

In an effort to meet this guidance, a joint Class Squadron (CLASSRON) project was initiated to help develop an EDVR standard operating procedure (SOP) and provide the ships with a product they can use to validate their EDVRs. In addition, each CLASSRON held EDVR scrubs on each of their respective ships to ensure effective EDVR verifications, EDVR on-the-job-training, and accurately reflect shipboard manning and possible areas of concern that would be addressed through ISIC, TYCOM, CLASSRON or NPC.

Recently, FFGRON concluded EDVR scrubs on 30 assigned FFGs and made recommendations in several areas that, once addressed, could lead to significant gains in future manning and Navy Enlisted Classification (NEC) distribution detailing. Some of these areas were submissions of timely Personnel Manning Assistance Reports (PERSMARS), immediate or future Enlisted Manning Inquiry Report (EMIR) submissions, projected rotation date adjustments, NEC category B discrepancies and corrections through Chief of Naval Personnel (NAVPERS) Form 1221/6 submissions.

In some cases, people who held NECs applicable to FFGs but not necessarily distributed as such were recommended to lose their NECs in order to be placed in those billets. Ships are encouraged to use resources available to them in order to keep EDVR management more efficient. Programs such as Division in the Spotlight or Planning Board for Training are good avenues to

Please see* EDVR Management *Page 16

Surface Ship Life Cycle Management Activity Stands Up

Story by Naval Sea Systems Command Office of Corporate Communications

WASHINGTON – Naval Sea Systems Command (NAVSEA) formally established the Surface Ship Life Cycle Management (SSLCM) Activity on May 8 in a ceremony at Norfolk Naval Shipyard (NNSY) in Portsmouth, Va.

The new activity, a NAVSEA program office, will be aligned under the deputy commander for surface warfare (SEA 21).

The SSLCM Activity will maintain, monitor and refine class maintenance plans for all non-nuclear surface ships to ensure material readiness for the projected service life, develop life-cycle strategies to address system upgrades, and fully implement the Integrated Class Maintenance Plan into each surface ship's maintenance schedule and availability planning process.

"As we continue to build our future Fleet, particularly as our Littoral Combat Ships come online, every newly commissioned ship will be meticulously tracked right out of the gate to ensure our warfighters, our taxpayers and our nation get the most out of these national assets."

Vice Adm. Kevin McCoy
Commander, Naval Sea Systems Command

The new activity is modeled after and will function similarly to the Submarine Maintenance Engineering Planning and Procurement Activity and the Carrier Planning Activity. These activities provide engineering and maintenance planning services for the U.S. Navy submarine and carrier fleets.

"The acquisition of new ships is only part of what it will take to reach the Navy's goal of 313 ships," said Rear Adm. James McManamon, deputy commander for surface warfare (SEA 21). "To meet this goal, we need to continue to maintain and efficiently manage our existing ships. The SSLCM Activity will put in place the processes necessary to accomplish that."

Since Planning, Estimating, Repair and Alterations (PERA) Surface in Philadelphia was deactivated in 1993 as part of the BRAC process, surface fleet class maintenance and availability planning has been executed by Regional Maintenance Centers and the type commander.

The SSLCM activity will provide centralized life-cycle support and management for U.S. Navy surface ships to assess and manage the maintenance requirements throughout the life-cycle of ships in the surface fleet. This will help better plan and budget for long-term maintenance needs.

By analyzing and weighing the costs and risks of maintenance tasks, the activity will improve the accuracy of future Baseline Availability Work Package development and will validate existing maintenance strategies.

This effort will provide long-term value for surface ship life cycle sustainment efforts and ensure an effective means to achieve full service life. SSLCM Activity will regularly work with the U.S. Fleet Forces Command, Surface Warfare Enterprise, Board of Inspection and Survey and other NAVSEA and Navy offices to carry out their mission.

"SSLCM Activity will execute the complex task of maximizing the material readiness of our current Fleet by ensuring each and every ship in our inventory is ready to respond to their missions today, tomorrow, and well into the 21st century," said Vice Adm. Kevin McCoy, commander of NAVSEA.

"And as we continue to build our future Fleet, particularly as our Littoral Combat Ships come online, every newly commissioned ship will be meticulously tracked right out of the gate to ensure our warfighters, our taxpayers and our nation get the most out of these national assets."

The activity will be headquartered at NNSY in Portsmouth. Initially staffed with about 40 people, the activity is expected to grow in the near future.

SEA 21 manages the complete life-cycle support for all non-nuclear surface ships and is the principal interface with the Surface Warfare Enterprise.

The directorate is responsible for the maintenance and modernization of non-nuclear surface ships currently operating in the fleet.

Using planned modernization and upgrade programs, SEA 21 will equip today's surface ships with the latest technologies and systems to keep them in the Fleet though their service lives. Additionally, SEA 21 oversees the ship inactivation process, including transfers or sales to friendly foreign navies, inactivation and or disposal.

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Building the Foundation for Life Cycle Maintenance

Story by Lt. Bobby Bassham, DDG CLASSRON Maintenance Business Officer

NORFOLK – An effective life cycle maintenance program begins with a solid understanding of maintenance required to meet Expected Service Life (ESL). This not only provides technical justification for annual budget requests, but it also ensures that the right maintenance is accomplished to ensure we meet ESL objectives. Three products that support a successful life cycle maintenance program are the Technical Foundation Paper (TFP), the Baseline Availability Work Package (BAWP), and the Availability Work Package (AWP).

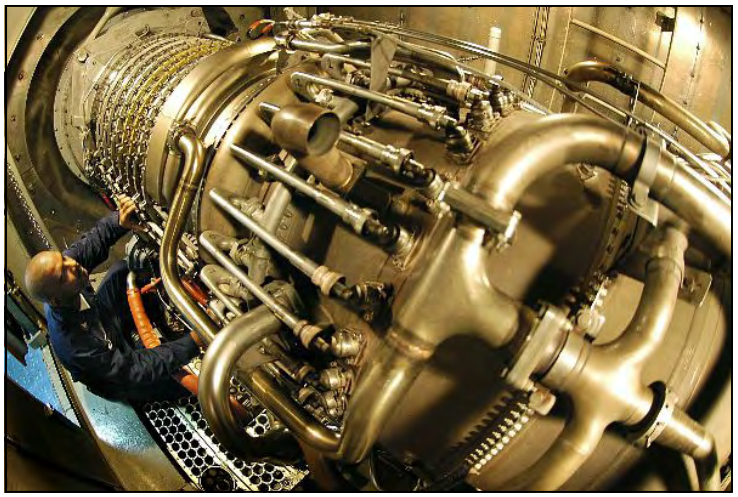
The Surface Ship Life Cycle Management (SSLCM) Activity and the Guided Missile Destroyer (DDG) Class Squadron (CLASSRON) recently stood up a cross-functional working group to develop the first TFP for surface ships. The TFP is written for a specific class of ship and is used to define and justify required life cycle maintenance. TFPs provide Ship's Work Line Item (SWLIN)-level detail of specific maintenance requirements and notional man-day estimates for accomplishing each requirement during Chief of Naval Operations availabilities. The first TFP is being developed for the DDG-51 class. Once completed, the TFP will provide technically adjudicated, surface ship maintenance requirements in support of annual budget requests. The working group has tapped the expertise of the Carrier and Submarine maintenance communities which already use TFPs.

A separate working group has been started to establish the procedures and business rules for creating Baseline Availability Work Packages (BAWP). The BAWP is a ship-specific document that addresses a ship's maintenance needs over the 27 months of the Fleet Response Plan (FRP) cycle. The following items will be used to create the BAWP: Integrated Class Maintenance Plan (ICMP) tasks and Departures From Specification due for the FRP cycle, any deferred ICMP work from the previous FRP cycle, work identified by assessments during the previous cycle, temporary services required during CNO availabilities, and known, planned, and authorized modernization.

A pilot BAWP is being created for the USS Chancellorsville (CG 57) using the Maintenance and Ship Work Planning (M&SWP) tool at Submarine Maintenance Engineering Planning and Procurement Activity (SUBMEPP). M&SWP has the ability to produce a BAWP using input from multiple legacy systems such as the CSMP and ICMP.

As a ship's CNO availability approaches the A-360 milestone, the BAWP will be used to create an Availability Work Package (AWP) tailored for the specific availability. The AWP will include engineered maintenance and modernization for the availability as well as work items identified during special assessments, such as corrosion surveys. One of the most important tasks for the working group is to define a clear set of business rules for execution of the BAWP and AWP to include the deferral/change process. These rules will identify procedures for deferring or changing maintenance actions, when applicable, and will ensure that deferred maintenance actions are documented and captured for accomplishment during the next opportunity.

These three documents, along with individual "ship sheets" which describe the mandatory maintenance planned for each hull over the Future Year Defense Plan (FYDP), will be used to create detailed, engineering-based maintenance plans and budget submissions. The CLASSRONs are working closely with SSLCM to ensure that these products add value to the maintenance planning, budgeting and execution process. The goal is to allow the Surface Warfare Enterprise to effectively tie maintenance budgets to engineered requirements, ensuring that the right maintenance will be available at the right time, for the right price, in order for our ships to reach their full expected service life.



GSM1 Phil Berry conducts a routine check on one of four LM-2500 gas turbine engines used for propulsion aboard the guided-missile destroyer USS Russell (DDG 59). *U.S. Navy photo by PH3 Jordon R. Beesley.*

LCS, Legacy Platforms Key to Mine Warfare

Story by Dan Broadstreet, NSWC Panama City Public Affairs

Adm. Jon Greenert addresses attendees at the MINWARA Conference May 19, 2009. *U.S. Navy Photo by Dan Broadstreet.*

PANAMA CITY, Fla. – The commander of U.S. Fleet Forces Command was the keynote speaker at the Mine Warfare Association conference in Panama City, Fla., May 18-21.

Adm. Jon Greenert spoke about the future of mine countermeasures (MCM) operations in support of the conference theme, "Mine Warfare - 'Home' and 'Away' Game Challenges."

"The way ahead is one of going from platform-centric to organic systems, and the littoral combat ship (LCS) is the means by which we're going to employ this," Greenert said. "We have to sustain, but we have to maintain our current assets, too."

Greenert noted that developing mission packages to be deployed aboard the new littoral combat ship was the right

Please see* Mine Warfare *Page 15

MCM Class Squadron Completes Move to San Diego

Story by Lt. Vernon Cook, MCM CLASSRON Public Affairs

SAN DIEGO – The Mine Countermeasures Ship (MCM) Class Squadron (CLASSRON) and MCM Squadron (MCMRON) Two officially opened their new headquarters at Naval Submarine Base Point Loma in San Diego, Calif. on June 5, 2009. A ceremony marked the occasion, bringing to a close the lengthy and challenging Base Realignment and Closure (BRAC) transition from Ingleside, Texas.

The 14-month Military Construction Project 796V consisted of the refurbishment of an existing 16,995 square feet, three-story building aboard Naval Base Point Loma. The intricate use of existing excess infrastructure, vice constructing a new facility, in conjunction with the recently renovation projects for an adjacent parking garage and bachelor enlisted quarters, reduced BRAC costs by approximately $25 million.

Capt. Bob Hospodar, Commodore of MCM CLASSRON/ MCMRON Two said, "this new headquarters has exceeded my every expectation and provides us the facility needed to successfully execute our mission."

The Mine Countermeasures Ship Class Squadron move took about 1,000 service members as well as six Avenger Class mine countermeasures ships from Ingleside, Texas, to San Diego.

Preparing to ceremonially cut the ribbon at the new MCM CLASSRON Headquarters in San Diego are Rear Adm. Russell Penniman, Deputy Commander, U.S. Third Fleet; Rear Adm. Robert Girrier, Vice Commander, Naval Mine and Anti-Submarine Warfare Command; Capt. Robert Hospodar, Commander, Mine Countermeasures Class Squadron and Commanding Officer, Mine Countermeasures Squadron Two; Mr. Bernie Jones, Vice President, Allen Engineering Inc.; Rear Adm. Len Hering, Commander Navy Region Southwest; and Capt. Paul Marconi, Commanding Officer, Naval Base Point Loma. ***U.S. Navy photo by MCC Yan M. Kennon.***

Navy Begins Transition from SORTS to Defense Readiness Reporting System-Navy

Story by Lt. Travis Johll, CNSF, N32

Leveraging technology and information systems, and in concert with the Office of the Secretary of Defense (OSD), the Navy has developed the Defense Readiness Reporting System-Navy (DRRS-N).

The system aligns readiness reporting across the Navy, ashore and afloat, and is based on mission essential tasks (METs). All commands will be assigned METs that reflect prescribed mission capabilities and will be periodically reviewed and updated to reflect changes in capabilities and mission requirements. DRRS is an information technology-based system that provides force managers with unit resource ratings (personnel, equipment status, training, etc.) as well as capability ratings for each of the assigned tasks or METs. DRRS-N will better enable near real time coordination of all Navy staffs, ships and shore units.

Transition from current readiness reporting program, Status of Resources and Training System (SORTS), is already underway. As of June 2009, approximately 45% of the Surface Force has completed required DRRS-N hardware/software installation, and received operator training. This summer, the Nimitz Carrier Strike Group will be the first ever CSG to deploy using the new DRRS-N program. All future deployers will be required to report in DRRS-N in an effort to complete the transition by Q3FY10.

DRRS-N relies on sound data sources to provide resource ratings (0-100) for each of the assigned METs. Tasks are rated in terms of personnel, equipment, supply, training, and ordinance (PESTO). The ratings support "figure of merit" or FOM programs such as training and maintenance. Active management of the FOM pillars is vital in maintaining an accurate DRRS-N database. The PESTO ratings for each MET are averaged, resulting in an overall or calculated score for each MET. The PESTO and calculated scores change automatically as supporting databases are updated. One change from SORTS: shipboard administrators will be unable to directly modify these numerical ratings.

In addition to PESTO and calculated ratings, unit commanders will have the means to submit an assessment based on their professional evaluation of unit capabilities. These subjective assessments are summarized, on a ship/unit display, using a color scheme Green, Yellow, or Red. Commanding Officers have a "text" section where they can articulate "deck plate" readiness in plain language. CO assessment is critical as

Please see* DRRS-N *Page 15

Removing Barriers for Mineman Rating

Story by Lt. Vernon Cook, MCM CLASSRON Public Affairs

SAN DIEGO – In an effort to support the Surface Warfare Enterprise's (SWE's) objective of providing ships fully manned, trained, equipped, and maintained to carry out their assigned missions, the Mine Counter Measures Ship (MCM) Class Squadron (CLASSRON) is working hand-in-hand with SWE, CNSF, NAVMAC, NMAWC, PERS 32, and MWTC on a Mineman (MN) Barrier Removal Team (BRT).

The MN BRT will examine MCM MN rating shortfalls to determine pipeline and retention challenges, and training through -put sufficiency to meet shipboard manning requirements. The MN BRT will clearly identify barriers requiring resolution, prepare Plans of Action and Milestones, and provide recommendations to resolve current challenges.

The BRT kicked off its first meeting on June 11. The team's objective is to develop an initial list of courses of action, then to make recommendations for enhancing the MN rating to stakeholders by the end of August.

Patrol Coastal Ships Conduct First PC Group Sail

PC CLASSRON Public Affairs

NORFOLK – Patrol Coastal Squadron One (PCRON 1) conducted its first-ever Patrol Coastal Group Sail in the Virginia Capes (VACAPES) operating area March 26-27. Patrol Coastal (PC) crews deploy independently to ships homeported in Bahrain and, on deployment, routinely operate in close coordination with PCs and other Naval Units as well as U.S. Coast Guard patrol craft in the U.S. Fifth Fleet while conducting maritime security operations in the Northern Arabian Gulf.

The PC Group Sail was established in order to more fully prepare PC crews to perform those functions and to fill a gap in intermediate level training. Very similar to Composite Training Unit Exercises and Joint Task Force Exercises other ships go through, the PC Group Sail enables PC Sailors to hone their maritime skills in a multi-ship environment.

Commander PCRON 1 and PC Class Squadron (CLASSRON) Commodore Stephen Coughlin as well as nine members of his staff embarked USS Hurricane (PC 3) to kick off Group Sail 09-01 with an underway time of 0300 on March 26, 2009. USS Tempest (PC 2) trailed the flagship out of the harbor to rendezvous with USS Squall (PC 7) and USS Monsoon (PC 12).

PC Group Sail 09-01 was a highly successful two-day event that focused on navigation, gunnery, small boat attack, communication and emission control drills, plus a towing exercise.

"Once we arrived at VACAPES Warning Area 50, the PCs maneuvered in a large racetrack to allow for a firing leg and repositioning leg with Naval Air Systems Command (NAVAIR) targets, "said Squall Commanding Officer Lt. Tom Brashear. The targets were drones that were hollowed out Jet Ski hulks with two orange flags for visual cueing. Two hulks were towed by an unmanned RHIB boat.

"Once setup, we commenced exercises, but then the weather began to worsen. Visibility dropped to about two nautical miles. We completed the exercise and then proceeded into the division tactics (DIVTACS) portion of the exercise. Then visibility decreased to 500 yards forcing us to stop after completing 90% of our DIVTACS," said Brashear.

Once the ships returned to the waters of the Chesapeake Bay's PC operating area (OPAREA), the visibility increased.

"Once inside the PC OPAREA we conducted the oil platform security exercise. That was, in my opinion, by far the best exercise we conducted during the entire Group Sail. It allowed me to experience first hand how my crew performs our primary mission - Maritime Security Operations. We used manned RHIBs from NAVAIR as our opposition forces, executed our preplanned responses, and eventually engaged the targets. It was a fantastic training opportunity!" exclaimed Brashear.

The Group Sail also provided opportunities for command, control, and communications drills and publication exercises.

"This was great training both for the individual crews and as a Squadron. I'm looking forward to more Group Sails so PC Crew Juliet can hone our skills further prior to our deployment this fall."

PC Group Sail 09-02 was conducted by USS Tempest, USS Hurricane and USS Thunderbolt enroute to Fleet Week in New York City, and built upon the successes achieved by the crews that participated in PC Group Sail 09-01.

USS Hurricane (PC 3), USS Tempest (PC 2), USS Squall (PC 7) and USS Monsoon (PC 12) participate in the first PC Squadron Group Sail. Similar to Composite Training Unit Exercises and Joint Task Force Exercises, the PC Group Sail enables PC Sailors to hone their maritime skills in a multi-ship environment. *U.S. Navy Photo.*

At the conclusion of Group Sail 09-02, Coughlin noted, "This type of training event takes us out of our comfort zone and stresses more asymmetric and unknown environments in which PC Sailors may one day find themselves. The integration and coordination between ships is essential to mission success both today and into the future. The PC captains and their crews did an outstanding job during these Group Sails and have set the standard for high-quality PC integrated training."

FFGRON Continues Work on Electrical Plant Control System

Story by FFGRON Public Affairs

MAYPORT, Fla. – The Guided Missile Frigate (FFG) Class Squadron (CLASSRON) continues to work on the Electrical Plant Control System (EPCS) initiative. Recently, EPCS Maintenance Assist Modules (MAMs) have been the subject of supportability issues due to the rapid depletion of module kits and the unavailability of circuit card assemblies (CCA).

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2M: Improving Shipboard Electronic Maintenance

Story by Ensign Kenneth Custer and Ensign Edward McGuinnis, USS Truxtun

NORFOLK – Recent years have brought many new challenges to the surface fleet; reduced manning, shrinking maintenance budgets and increased operational commitments have all had major impacts on the waterfront. One way for Sailors to more effectively and efficiently prepare warships ready for tasking is by becoming proficient in diagnosing and correcting electronic equipment problems through the 2M program.

Increased diligence and redoubled efforts in the 2M program will allow ships to not only save money; it will also give crews an enhanced ability to keep vital systems operational despite the lack of funds.

The 2M program is one of the Navy's most effective maintenance programs instituted for the purpose of reducing maintenance costs and increasing ship's operational availability. The program allows work centers to send broken or degraded electronic equipment to designated 2M personnel to diagnose and correct the problem. Rather than burdening Supply with partially broken or undiagnosed equipment problems in the hope that a new part will fix the issue, 2M gives the ship a fighting chance to fix the problem.

Properly diagnosing the issue prior to requisitioning parts helps conserve funds by allowing Sailors to purchase only the right parts needed for the repair. The 2M repair capability may even allow the Sailor to complete the repair without buying any new parts. A strong 2M program will not only save the Navy maintenance dollars, it places the onus for equipment maintenance and fault correction entirely in the hands of the operators and technicians thus leaving outsourcing as the last resort and not the only resort.

The cost savings associated with the 2M program speaks for its effectiveness. Last year, destroyers alone saved the Navy $6.8 million. As phenomenal as this number may seem, there is plenty of room for even more cost savings. The Navy spent more than $200 million on circuit cards last year, many of which could have been repaired on board if the 2M program had been used. Ships are on the right path, but there is still work to be done in order to continue to drive down the cost of maintenance.

The savings gained through an effective 2M program is money that can be used to support other fleet assets. An aggressive 2M program mitigates the dilemma of having to choose between ship's force maintenance and operational tasking. Furthermore, an effective 2M program alleviates the problem of ships having to resort to cannibalizing essential parts to ensure they deploy with operable, vital, combat, navigation, and other electronic systems.

There are two inherent problems that prevent the 2M program from being even more successful - manning and screening. Technicians with critical Navy Enlisted Classifications (NECs) are required in order to conduct 2M repairs. In order to earn the 1591 NEC, a technician has to attend three courses: AN/USM-674 A-100-0076A, Miniature Electronic Repair; A-100-0072 NEC 9526; and A-100-0073 NEC 9527, Micro-miniature Electronic Repair. However, the same budget constraints that effect maintenance on the pier also apply to training personnel. Some ships do not have the money or the manpower to send their Sailors to training in order to become 2M qualified. It is essential for commands to plan well ahead anticipating both the financial and man hour cost to establish an effective 2M program manned with fully trained technicians.

Electronics Technician 2nd Class Adam Sexton solders a circuit card under the supervision of Electronics Technician 1st Class Anthony Andersen aboard the guided-missile destroyer USS Halsey (DDG 97). *U.S. Navy photo by Lt. j.g. Kendra Crabbe.*

The second issue is the necessity for a solid relationship between the 2M team and the Supply Department. Commands which perform well in 2M have established a program where a Sailor or supervisor must have completed a 2M form and have seen the technicians before they can draw parts off the shelf from Supply. Along with cooperation, both Supply and the 2M team need to continuously make sure that updated Module Test and Repair (MTR) Gold and Purple Disks are on board.

A common problem is that the 2M workshop does not have a part for a commercial off-the-shelf (COTS) item on board, causing the Supply Department to have to place an order for a new part. In order to combat this, the 2M team constantly needs to keep up to date records with the Supply Department with regards to the number of parts available in order to prevent delays in repairs due to lengthy ordering and shipping times. Still, there are many COTS-based systems which are not currently supported by the Navy 2M program; therefore accurate documentation of failed repairs due to non-support is paramount.

In today's Navy maintenance philosophy, there are two facts of everyday life on the waterfront: money is tight and parts are expensive. In order to alleviate some of the financial burden placed upon the Navy it is imperative that ships establish and maintain an aggressive 2M program. We can no longer afford to simply replace every single part when it fails or is the suspected source of a problem. In order to establish an effective 2M program, a financial investment is required for training and educating technicians. With the establishment of an effective program, it becomes possible for technicians to exhaust all shipboard troubleshooting and repair capability before purchasing expensive replacement parts. Finally, cooperation between both Combat Systems (2M workcenter's parent Department) and Supply Department is essential. Program effectiveness will be accomplished through proper planning and strong working relationships both on and off the ship through teamwork.

Makin Island Hybrid Propulsion System Gets Up Check

Story by MC2 Class Justin L. Webb, Pre-Commissioning Unit Makin Island Public Affairs

PASCAGOULA, Miss. – Pre-Commissioning Unit (PCU) Makin Island (LHD 8) completed another major milestone in its quest toward joining the fleet June 4; with a light-off assessment.

The ship and her crew successfully finished its first light-off assessment (LOA), a weeklong inspection by Afloat Training Group (ATG) Pacific, which ensured Makin Island could run all engineering systems and programs effectively.

Several crew members aboard Makin Island have spent nearly two years preparing for this crucial inspection on her first-of-a-kind gas turbine-electric hybrid propulsion system.

"What this crew had to go through was exceptionally arduous," said Lt. Cmdr. Brian Rottnek, Main Propulsion Assistant. "For over three years we had to develop administrative programs from scratch and then develop them operationally. This included developing PMS [Planned Maintenance Systems] and PQS [Personal Qualification Standards] from four classes of ships."

Engineering Department has been credited for Makin Island's success in passing the inspection, without which, the ship could not be certified to get underway, but it truly was a crew-wide event.

"The crew really stepped up and helped us out," said Damage Controlman 3rd Class Jordan Bailey of Repair Division. "Engineering, you know, we've seen our hard days, been working some long hours, some tough work, but we're getting through. And I think we did really well on this inspection."

According to the ATG senior engineering assessor's report, Makin Island was well prepared for the assessment.

"The support provided by ship's force, SUPSHIP [Supervisor of Shipbuilding, Gulf Coast] and Northrop Grumman enabled timely correction of deficiencies. The entire Makin Island team deserves credit for having this first-of-its-kind platform ready to light off. Space cleanliness was above average for new-construction ships. The crew was motivated and had obviously taken ownership of their spaces and equipment," the report stated.

Pre-Commissioning Unit (PCU) Makin Island (LHD 8) at sea for Builder's Trials in the Gulf of Mexico, Photos courtesy of Northrop Grumman Shipbuilding (NGSB), Gulf Coast.

Makin Island must undergo two additional major inspections prior to sail-away in July. The first is a unit level training assessment anti-terrorism/force protection (ATFP) certification. Then, the ship will undergo crew certification, a process in which evaluators focus on the capability of the entire crew to operate the ship in an underway environment.

The crew is now working and living aboard the ship, while preparing for sail-away, when Makin Island will deploy around South America to her future homeport of San Diego, where she is scheduled to be commissioned on Oct. 24.

USS Gunston Hall Completes Post Modernization Sea Trials

Story by Team Ships Public Affairs

WASHINGTON – USS Gunston Hall (LSD 44) successfully completed sea trials May 21 and became the Navy's first dock landing ship to complete its comprehensive midlife modernization availability.

The work began in July 2008 at Metro Machine Corp. in Norfolk, Va., and included major upgrades to the ship's control system, local area network, machinery control system, propulsion systems, and HVAC, as well as replacement of the ship's boilers and evaporators with an all-electric services system.

"A thorough midlife modernization is critical to keep these ships viable for the fleet for years to come," said Capt. Michael Graham, the program manager for the Navy's mine warfare, amphibious and auxiliary ships life cycle support office.

"The maintenance and modernization availability went extremely well, and we are very pleased with the ship's performance during sea trials. Considering this is the first LSD 41/49 midlife availability, the complexity of her modernization/ midlife package, and the performance during trials, this is truly a major accomplishment for the entire amphibious community."

All 12 ships of the LSD 41 and LSD 49 classes are scheduled to undergo the midlife upgrade over the next five years to ensure they remain capable assets and can meet mission requirements through 2038. Two ships will be upgraded each year through 2013 and the last ship will be modernized in 2014. Ships homeported on the East Coast will undergo upgrades at Metro Machine Corp. and ships based on the West Coast will receive upgrades at General Dynamics National Steel and Shipbuilding Company in San Diego.

Major elements of the upgrade package include diesel engine improvements, fuel and maintenance savings systems upgrades to

Please see* LSD Modernization *Page 15

Leading From the Front: COMLHDRON Conducts Ship Visits

Story by LHDRON Public Affairs

NORFOLK – One of the most effective means of communication is direct feedback from the customer on the waterfront. Supporting that communication is a key objective of the Amphibious Assault Ship (LHD) Class Squadron (CLASSRON) Strategic Plan for 2009. LHD CLASSRON Commodore, Capt. Robert Irelan and his staff conduct weekly visits to the ships which allow for direct feedback from Commanding Officers and, most importantly, the Sailors. The idea is to continue to decrease the gap between afloat and shore-based commands and allow for a more efficient and timely process to bring positive change to the waterfront.

Communication is an important tool for carrying out the strategic plan which, as outlined in the Commodore's latest waterfront briefing, contains three guiding principles:

- The 35 year Steam Plan
- C5I stewardship
- Expeditionary Warfare Professionals

The primary focus while conducting ship visits is to address these guiding principles, which outline major areas of ships' missions. These principles have been created to adjust COMLHDRON's initiatives to quickly combat new changes and obstacles that exist in an ever-changing operating environment.

COMLHDRON has already completed numerous visits under Irelan's leadership. Each of which has been productive and invaluable. Topics of discussion have included:

- While onboard USS Kearsarge (LHD 3), COMLHDRON conducted a complete DPMA status and progress review. In addition to the review the Commanding Officer provided a complete walkthrough of the ship giving COMLHDRON a first hand look at any issues that may need attention.
- While onboard USS Bataan (LHD 5) and USS Nassau (LHA 4), COMLHDRON got an opportunity to do a review of the ship's HME programs. Additionally, they conducted a C5I review and walkthrough onboard Bataan and a dry dock walk through on the Nassau.

Capt. Robert Irelan assumed command of the LHD Class Squadron earlier this year.

Although no major issues were identified, the customer was completely satisfied with the opportunity to provide direct feedback to COMLHDRON and gained a better understanding of the squadron's focus. The squadron staff is proud to provide constant and meaningful support to its customers and will continue to conduct ship visits to stay ahead of issues that may affect our Sailors and Marines.

As the fleet of amphibious assault ships continue to age, better stewardship is required. For example, USS Iwo Jima is still a relatively new ship, but there must be a plan in place now to get the ship through a service life of more than 30 years. Additionally there is an inconsistency of C5I systems that must be addressed and resolved.

Communication and focus are essential for any business relationship. Communication and focus are even more important when it involves the dynamics that exist in today's Navy. COMLHDRON is proud of the character of its staff, its ships, and its civilian workforce; but most importantly, humbled by the opportunity to serve the Squadron's most important assets: Sailors and Marines.

Early Engagement Ensures Success

Story by LHDRON Public Affairs

NORFOLK – One of the many modes of communication used by COMLHDRON to ensure that the customer's voice is heard is an open forum gathering known as a "Waterfront Gathering." While not an idea unique to COMLHDRON, the CLASSRON staff has made the event into something more: a Town Hall Meeting where the most important people of all, the Sailors and Marines that man LHDRON ships, get to voice their opinions on how the CLASSRON is doing its job. The consensus was in the affirmative: COMLHDRON serves its customers well.

With the arrival of LHDRON's new Commodore, Capt. Robert P. Irelan, the CLASSRON has adjusted its course in order to best address and engage the new changes that affect the Navy as whole: budget cuts, changing policies, and the regular ebb and flow of the Navy doing its business, best exemplified by the rotation of the LHDRON staff.

LHDRON's Strategic Plan for 2009, while containing the Vision and Core Values of the Command, important elements by themselves, also contains Irelan's guiding principles. They are:

- Steam Plant Propulsion Management
- C5I Stewardship
- Expeditionary Warfare Advocacy ("Amphibiousity")

One of the primary objectives of the March 31, 2009 Waterfront Gathering was to communicate those guiding principles to the squadron's stakeholders. According to Irelan, those three elements were well received.

"Bats, we made money today," he told his Deputy, Mr. David Brown.

There were a number of other items discussed, including:

- AIP vs CAPSTONE. There are two Combat Systems upgrades under consideration for COMLHDRON Big Deck AMW Carriers: The Amphibious Warfare Improvement Program (AIP) and the CAPSTONE Program, which is the full Ship Self Defense System (SSDS) Evolved NATO Sea Sparrow suite. USS WASP (LHD 1) is already scheduled to re-

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READY WARFIGHTER IN THE SPOTLIGHT

McCampbell Enhances Warfighting Readiness

By MC2 Byron C. Linder, Navy Public Affairs Support Element West

USS MCCAMPBELL, At Sea – Combat Information Center (CIC) Sailors aboard the guided-missile destroyer USS McCampbell (DDG 85) enhanced their combat operational skills during a visit from four Center for Surface Combat Systems (CSCS) instructors May 26-31.

CSCS's course of instruction centered on a training scenario challenging the ship's watchstanders to provide air defense in an amphibious assault mission. CSCS instructors began the course of instruction in the classroom, reviewing the applicable reference material and ensuring McCampbell Sailors understood both the material and its proper application.

Upon completion of the classroom instruction, McCampbell's "Blue" and "Gold" CIC watch teams completed several training scenarios testing the watchstander's knowledge of proper tactical guidance.

Although CSCS's training scenarios are not standard McCampbell operational tasking, Lt. j.g. Richard Powell, surface warfare coordinator watchstander, explained the importance of training outside expected tasking.

"We normally aren't part of an expeditionary strike group; we're normally part of a carrier strike group," Powell said. "But this has been really helpful. In the forward-deployed naval forces, you have to be especially prepared and ready to go for anything."

CSCS instructor Jeff Patil praised the McCampbell CIC watch team's enthusiasm.

"The crew has been very excited and very into it. The operational tempo is so high here, but the same amount of training is happening," Patil said. "I want the CIC watch team to be as good as it can be and be as familiar and knowledgeable in tactical guidance as possible."

Powell said his comfort level has increased since completing the training.

"I've been doing this for about a month and as much as you can read and learn from a book, taking what you learn on paper and applying it provides a much different perspective," Powell said. "Here we can put it together and help us think about different ways to do training in the future."

McCampbell, commanded by Cmdr. Charles Johnson, is one of seven Arleigh Burke-class guided-missile destroyers assigned to Destroyer Squadron 15 and is permanently forward-deployed to Yokosuka, Japan.

SPAWAR, Bataan ARG Maintain Network Readiness with Navy Reserve

Story by Bataan Amphibious Ready Group Public Affairs

USS BATAAN, At Sea – A six-person team of communications and information systems experts from the Space and Naval Warfare Systems Command (SPAWAR) played a vital role in ensuring the Bataan Amphibious Ready Group (BATARG) was fully prepared to conduct deployment operations this summer.

The SPAWAR team, composed entirely of Reservists and led by Cmdr. Wayne Lee, joined the Bataan ARG May 13-25 to train and mentor Sailors on the latest in information technology (IT).

"Information technology is the backbone of how we communicate aboard ship," said Lee. "These IT systems are heavily used in daily operations and for quality-of-life activities, such as keeping in touch with loved ones via e-mail."

According to Lee, the team spent more than 200 hours training technicians and operators on critical IT equipment and procedures, including network switching, Internet protocol addressing and data backup and recovery.

"Network-centric operations are a key enabler for modern naval operations and provides us the agility we need to win in today's fluid environment," said Capt. Jack Sotherland, commander of the Bataan ARG. "It is critical that our Sailors have proper understanding of the operation and maintenance of each

Please see **Maintaining Network Readiness** *Page 14*

Crew of USS Pinckney Gets SMART

Story by Ensign Alysha Haran, USS Pinckney

SAN DIEGO – The Arleigh Burke-class guided-missile destroyer USS Pinckney (DDG 91) began implementing the Shipboard Maintenance and Repair Team (SMART) program the first week of May. It is one of the first ships to use this new waterfront resource to improve the process of readying ships for deployment.

SMART consists of qualified technicians, including contractors and Sailors, who conduct system-level visits to assist ships with training, assessment and repair. The Surface Warfare Enterprise (SWE) created the program to improve operational readiness and increase collaboration throughout the fleet.

Each SMART visit lasts approximately one week, focusing on one shipboard system at a time. Qualified technicians guide the ship's force on how to properly follow the planned maintenance system (PMS), ensuring maintenance is performed correctly. The technicians can also recommend changes to unwieldy procedures in coordination with the maintenance material management coordinator (3MC). The goal is to augment on-ship maintenance capabilities with expertise on the waterfront to meet readiness requirements and assist in training.

One of the advantages of the program is its ability to turn resources into repairs by consolidating the continuous ship's maintenance program, preventative maintenance system quarterly boards and operational sequencing system publications with reports that come from inspections, class studies and lessons learned. SMART technicians help ship's force both by using the fleet budget to acquire repair parts and by relaying trends they see coming from the fleet.

"We're able to offer avenues that either haven't been used before or have never been made available," said EM1 (SS) Kent Long, a SMART technician assigned to Pinckney. "In the case of supply, we can act as an interface between the departments, the 3MC and the workcenter supervisor to ensure the job is written correctly and help expedite getting the parts on board."

In addition to making ships more deployment-ready, the program also aims to increase uniformity across platforms and push issues to the class squadrons to be dealt with before they become problems at sea. If operation and PMS checks are unsatisfactory, the SMART team will submit a feedback report and monitor progress until the problem is resolved.

"SMART is really an outstanding opportunity," said Lt. Cmdr. Jon Duffy, Pinckney's executive officer. "With no labor cost and minimal material cost to the ship, our Sailors are getting the necessary skills they need to make repairs during deployment while developing a network that will benefit the ship after we return."

The systems currently covered by SMART come from the Fleet Top 20 Maintenance Burdens list and include:

- AEGIS, gas turbines
- compressed air systems
- close-in weapons systems
- firemain/sprinkler/washdown and saltwater service systems and many others

Once SMART finishes helping destroyers such as Pinckney prepare for upcoming deployments, its services will be extended to the amphibious dock landing ship (LSD) class.

Maintaining Network Readiness *(continued from page 13)*

piece of equipment in a ship's local area network. It is mission essential," said Sotherland.

While on board Bataan, information systems technicians and electronics technicians took full advantage of the SPAWAR team's technical expertise through formal classroom lessons and over-the-shoulder training. Other team members, including Information Systems Technician 1st Class Anthony Hill from Jacksonville, Fla., and Electronics Technicians 1st Class Thomas Perez from Mount Pleasant, S.C., transferred ship-to-ship within the BATARG to help other Sailors on specific areas.

Perez said he wanted to emphasize the "importance of information assurance" procedures in keeping networks safe.

"There is a very real threat to network security," he said.

Hill added that his objective was to "teach the fundamentals" of servers and networks. "I wanted them to better understand IT issues so that they could do better troubleshooting," he said.

"I feel as though we have had a significant impact," said Lee. "The level of competence and knowledge on the ships' IT systems throughout the ARG is greatly improved."

Those who received the team's training agree.

"The SPAWAR Fly Away Team is outstanding," said Chief Petty Officer Horace Wint from Virginia Beach, Va., the leading chief petty officer for the Operations Information Division on board USS Fort McHenry (LSD 43). "With manning being reduced, my junior Sailors really needed them. I would recommend this team to every ship at least twice a year."

Early Engagement *(continued from page 12)*

ceive the CAPSTONE (WASP Captain Dan "Dano" Fillion, USN, let out a very discreet "Yes!" when this was announced to the audience); and Irelan communicated his commitment to championing the CAPSTONE for all the Squadron's Big Decks. While the final decision does not reside with COMLHDRON, the command will do all it can and will continue to be an advocate for CAPSTONE. More to follow.

- C5I/HME Troubled Systems Analyses. The Operational Analysis techniques used by COMLHDRON have often been met with quizzical and puzzled looks. In response to this, and in an attempt to communicate more effectively with the Squadron's stakeholders, the CLASSRON conducted a very simple "Primer" on COMLHDRON Operational Analysis, and used the following systems as examples:
  - AN-SPS 48 RADAR
  - AN-SRC 40 SINS Transceivers
  - MK 38 MOD II 25MM Gyro Stabilized GFCS
  - Ballast-Deballast Systems
  - Oily Waste Systems
  - Lube Oil Systems and sub-assemblies

COMLHDRON customers left the brief understanding a little bit more about how COMLHDRON does business; with that knowledge, they will be able to communicate the Squadron's needs that much more efficiently.

DRRS-N *(continued from page 8)*

computer-generated scores may not always reflect negative synergies or the true impact of resource deficiencies.

The MET-based reporting method provides increased granularity and creates a unifying reporting system for all operational units. A single MET, for example, may apply to a wide range of units across the DOD. This will allow Theater Commanders to quickly determine which of their assets are capable of performing a particular mission.

No longer will ships be required to use algorithms, spreadsheets, and flowcharts used to compute SORTS M-ratings. In DRRS-N, these numerical resource ratings will be calculated automatically. Ships will only be required to submit the subjective assessments once every 30 days or as their readiness status changes (equipments casualty, ammo off-load, etc).

LSD Modernization *(continued from page 11)*

achieve greater fuel economy, advanced engineering control systems, increased air conditioning/chill water capacity, and replacement of air compressors. The ships also replaced steam systems with all-electric functionality that will significantly decrease maintenance and support of legacy steam systems.

Naval Sea Systems Command's Surface Warfare directorate (SEA 21) manages the complete life cycle support for surface ships and is the principal interface with the Surface Warfare Enterprise. Through planned modernization and upgrade programs, SEA 21 will equip today's surface ships with the latest technologies and systems to keep them in the fleet through their service lives. Additionally, SEA 21 oversees the ship inactivation process, including transfers or sales to friendly foreign navies, inactivation and or disposal.

Electrical Plant Control System *(continued from page 9)*

John Buckley, of Naval Sea Systems Command (NAVSEA) Philadelphia, recently provided a brief on the FFG MAMs kit revitalization plan. He said that the MAMs kits are designed to be troubleshooting aides, but many have become replacement part kits for EPCS Circuit Card Assemblies (CCAs).

The objective of the revitalization plan is to send all CCAs collected from various sources (training consoles, ships, misc. stashes, etc.) through Gold Disk procedures, which will determine their condition and identify whether or not they can be repaired to "ready for issue" condition. CCAs collected so far are now going through the Gold Disk process at Naval Undersea Warfare Center (NUWC) Detachment Norfolk. Once this is complete, they will be sent to NAVSEA Philadelphia for operational testing on Naval Ship Systems Engineering Station (NAVSESS) Philadelphia's calibrated simulator/stimulator. Those cards will then be used to make up new MAMs kits for the ships in greatest need.

Buckley is also investigating a rumor that there may be another source of potentially available CCA's in a building at Great Lakes Training Facility.

Ships MAMs kits are depleting at an increased rate as the Frigate Class ages. FFG CLASSRON has more than 600 engineering console CCAs requiring MAMs use for trouble shooting.

FFG CLASSRON is also conducting a data call on all EPCS MAMs kits. Some MAMs kits are known to be incomplete since replacement CCAs are not available through normal supply channels. In order to determine the extent of the problem, MAMS kits will be inventoried by ships force.

This data call will provide the EPCS in-service engineering activity with the necessary information to allocate resources to restore MAMs kits to a level that will allow them to be used as an effective troubleshooting tool. In order to ensure all MAMs kits are complete, CCAs will be harvested from the Great Lakes hot plan and spare CCAs will be collected for NAVSSES Philadelphia and the Fleet.

The FFGRON has developed a way to spike MAMs troubleshooting reliability from 50% to 100% reliability. By using the Gold Disk refurbishing method for the CCAs, the original cards can be reused when they fail. NUWC Newport's Gold Disk Program Manager Mr. Dave Ascher is spear-heading the project.

Gold Disking will create a baseline for all our ships, provide a complete MAM kit across the Frigate Class, and will offer sufficient supply of circuit card assembly to meet ships demands and last the current service life.

Mine Warfare *(continued from page 7)*

direction for future MCM operations, but he asserted the fleet's current legacy systems must be maintained.

"The new organic systems have to be absolutely proven before we retire our MCM ships or the MH-53 helicopters. In other words, we have to sustain these systems until the LCS and its mission packages are up and working along with the ancillary systems," said Greenert.

He added that current plans are in place to upgrade, maintain, and sustain the life of the MH-53E helicopters up until the year 2025, if necessary. Greenert said there has been a propensity to let legacy systems go and bring on the new equipment.

"And, what I'm here to tell you is we don't have that option. We need to maintain the pressure to phase our transition in a reliable manner," he said.

"Technology won't be the challenge, I'm convinced of this," Greenert said. "It's how we provide the infrastructure to support the vehicles that will really make the difference. So it's not just the bodies that will drive these unmanned systems from remote consoles—we have to continue to develop our skill sets and a cadre of proficient operators."

Greenert said the Navy needs to further develop an aggressive and effective Fleet integration and testing plan.

"The best shore simulators won't replicate and won't provide a realistic idea of actual performance of our new systems. As I used to say in the 7th Fleet, 'we need to get this stuff wet and we need to get it wet as soon as possible,'" he said.

Greenert concluded the Navy had to balance integration of newer technologies with legacy systems by using both and doing so incrementally.

"But the bottom line is: mines are relevant and mines are a threat. The way ahead is one of going from platform-centric to organic systems. And the Littoral Combat Ship is the means by which we're going to employ this," Greenert said. "We have to sustain, but we have to maintain our current assets too."

EDVR Management *(continued from page 5)*

reach personnel directly responsible for their division/department manning concerns. Validating inbound prospective gain orders prior to the Sailor reporting onboard can make the difference between getting and not getting a qualified and trained Sailor.

Ship's Admin, Training Officers and Command Career Counselors should have Fleet Training Management and Planning System access so they can have real time data at their disposal. Ships' admin departments should have access to the Master Military Pay Account System and Personnel Online Listing to update monthly PC-EDVR downloads that are generally 30 to 45 days old once downloaded. The Navy Career Management System can also be an effective tool to track jobs advertised and allow commands to manage prospective gains.

In all, FFGRON realized that most ships are indeed familiar with their EDVR's and have some knowledge of how to manage them in accordance with the EDVR Manual (EPMAC document number 1080#4 UM-01). However, prioritizing daily ship requirements at current manning levels and lack of established in-depth training for both officers and enlisted in proper EDVR management has led to some complacency.

Our force is shrinking and it's imperative for khaki leadership to have extensive EDVR knowledge. EDVR management does not have to become a lost art. The artists are still out there. Take the time to train those that will be responsible to maintain our fleet manning for the years to come. Now more than ever our ships need the right Sailors, with the right skills, at the right time.

Single Coat *(continued from page 3)*

total time required for an entire coating system to be applied and cured could be 10 or more days.

That process adds a significant amount of time to already tight production schedules and increases costs due to manpower, dry dock time, materials, equipment, application supplies, inspection and rework. Missed overcoat windows and loss of adhesion between coats can lead to failure. The current process slows production and is costly to the shipyards and the Navy.

The new single-coat, rapid-cure tank coating systems combine the three coating steps (prime, stripe, and top coats) into a single evolution. Single coatings in tanks require cure times of four hours before touch-up and eight to 24 hours before service. Tanks coated with single-coat, rapid-cure technologies are ready for service within 48 hours after initial application, thus drastically reducing production time. Time in dry dock will be greatly reduced and manpower and material costs will be minimized.

Benefits and Savings:

- Average 30% reduction in overall production time
- Average 10% reduction in application cost (direct labor)
- Self-priming (can be applied in a single coat vice three)
- Has the capability of being applied to tanks while ship is waterborne at temperatures ranging from 32 ºF to 120 ºF, and able to cure within 7 days at 25 ºF
- Requires less than 4 hours to cure hard and 8 hours to fully cure for service
- Requires 30 minutes or less to overcoat (walk on time)
- Has the capability to be applied by brush, roller, or spray, including by plural component spray application at a mix ratio of 1:1
- Exhibits a minimum of 70% edge retention @ 110 ºF substrate temperature
- Has a wet adhesion greater than 2000 psi and elongation greater than 50%
- Exhibits zero film shrinkage upon curing
- Has the capability of being repaired in-service

Authorized:

- Single-coat rapid cure coating systems are authorized IAW:
  - NAVSEA 05P letter 05P/294 of 11 Sept 08 - Technical Authorization to Install "Single Coat" Paint Systems on New Construction and In-Service Ships and Submarines
  - NAVSEA 05P letter 05P/416 of 11 Dec 08 - Technical Authorization to Install "Single Coat" Paint Systems in Fuel Tanks and Compensating Fuel Tanks on New Construction and In-Service Ships and Submarines
  - NAVSEA Std. Item 009-32, FY10 CH-1, dtd 09Mar09
- Single-coat rapid-cure coatings are approved for use in:
  - Seawater Ballast Tanks
  - Fuel Tanks
  - Compensating Fuel Tanks
  - Wet and Dry Voids
  - Exterior Portable/Bolted Louvers for Intakes and Uptakes
  - Chain Lockers

Approved Products:

- Sherwin-Williams Fast-Clad ER
- International Intergard 783

Requirements:

Single-coat rapid cure coating systems are qualified to MIL-PRF-23236, Class 18 (a single coat system without a shop primer).

Frigate Working Group *(continued from page 1)*

Highlights of the IFWG conference included presentations and discussions associated with corrosion, maintenance availabilities, and modernization of FFG's. USS John L. Hall (FFG 32) hosted a tour where subject matter experts were available to answer any questions from the foreign delegates. They included Alan Karpovitch, an authority on the LM2500 gas turbine engine, and Bob Bell, an expert for the MK92 fire control system. A reception hosted by Mr. Ted Turowski, President of the St. Augustine Navy League and supported by Navy League Councils throughout Florida and Georgia was also held onboard John L. Hall. The reception was instrumental in forming unified bonds of cooperation and camaraderie between the various delegations.

Over the course of the week the IFWG developed more than 50 action items. Key initiatives include:

- Finalize Terms of Reference for the Group
- Develop a Configuration / Modernization Database
- Develop Smart Acquisition / Inventory Management
- Examine Third Party Transfer Process
- Corrosion Control Status and Structural Cracks

Ultimately it is hoped the IFWG will provide cost effective alternatives for FFG sustainment. Over the next year, the IFWG will sustain communications, report progress on initiatives and actions, and plan the next IFWG meeting in Istanbul next year.